



Attorney Docket No. 566/40779
Application Serial No. 10/770,400

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

- 1-4. (Cancelled)
5. (Previously Presented) The block brake device according to Claim 6, wherein the two housing halves are constructed as hollow castings.
6. (Currently Amended) A block brake device of a bogie of a rail vehicle containing two wheel sets with two wheels, respectively, the block brake device comprising:
 - a first and a second brake beam each assigned to a wheel axle and extending parallel to the wheel axle, which brake beams carry brake blocks and are mutually connected by pressing rods which can be actuated by ~~at least one~~two pressure-medium operated cylinder piston ~~drive~~drives for the braking engagement of the brake blocks with assigned braking areas of the wheels;
 - at least a portion of the first brake beam forms a cylinder of the two pressure-medium operated cylinder piston drive~~drives~~;
 - a cylinder face of the cylinder is formed by one of an inner circumferential surface of the wall of the first brake beam and a cylinder lining carried by the wall;
 - the two coaxial pressure-medium operated cylinder piston drives are coaxial and which operate in opposite directions and are integrated in the first brake beam;
 - the first brake beam has two identically constructed housing halves which can be symmetrical with respect to a center plane of the bogie and which, at least in sections, form the cylinders of the ~~at least one~~two pressure-medium operated cylinder piston drive~~drives~~; and
 - one deflection gearing for deflecting piston movement to the pressing rods is accommodated in an encapsulated manner in the housing halves.
7. (Currently Amended) The block brake device according to Claim 6, wherein the deflection gearing is formed by one angle lever respectively linked to ~~a one of the housing half~~half halves.

8. (Previously Presented) The block brake device according to Claim 7, including receiving devices for brake blocks shaped at an end side to the housing halves.

9. (Currently Amended) A block brake device of a bogie of a rail vehicle containing two wheel sets with two wheels respectively, the block brake device comprising:
a first and a second brake beam each assigned to a wheel axle and extending parallel to the wheel axle, which brake beams carry brake blocks and are mutually connected by pressing rods which can be actuated by ~~at least one~~two pressure-medium operated cylinder piston ~~drive~~drives for the braking engagement of the brake blocks with assigned braking areas of the wheels; and wherein

at least a portion of the first brake beam forms a cylinder of the two pressure-medium operated cylinder piston ~~drive~~drives;

a cylinder face of the cylinder is formed by one of an inner circumferential surface of the wall of the first brake beam and a cylinder lining carried by the wall;

the two coaxial pressure-medium operated cylinder piston drives are coaxial and which operate in opposite directions and are integrated in the first brake beam;

the first brake beam has two identically constructed housing halves which can be symmetrical with respect to a center plane of the bogie and which, at least in sections, form the cylinders of the ~~at least one~~two pressure-medium operated cylinder piston ~~drive~~drives; and

an intermediate housing arranged between the two housing halves, in which intermediate housing a central pressure medium connection is constructed which supplies both cylinders of the pressure-medium operated cylinder piston drives with pressure medium.

10. (Previously Presented) The block brake device according to Claim 9, including at least a part of a driving mechanism of a parking brake in the intermediate housing.

11. (Currently Amended) The block brake device according to Claim 10, wherein the driving mechanism of the parking brake comprises a nut screw drive which can be

rotatorily driven by parking brake actuating elements and is coaxial to the pressure-medium operated cylinder piston drives, a screw of the nut screw drive being constructed such that it can strike against a pressure side of one piston and a nut of the nut screw drive being constructed such that it can strike against a pressure side of the other piston.

12. (Previously Presented) The block brake device according to Claim 11, wherein introduction of the rotating movement takes place into the nut of the nut screw drive and in that the screw is disposed in a linearly displaceable manner and protected against torsion on the one piston, and the nut is disposed so that it can be linearly displaced but is freely rotatable on the other piston.

13. (Previously Presented) The block brake device according to Claim 12, wherein the screw and the nut are guided within one centric cup-shaped shaped-out section respectively in the assigned piston.

14. (Previously Presented) The block brake device according to Claim 13, wherein the screw and the nut are provided at an end side with one stop body respectively shaped complementarily to a bottom of the shaped-out sections of the pistons.

15. (Previously Presented) The block brake device according to Claim 14, wherein the nut of the nut screw drive is disposed in an axially displaceable and co-rotatable manner inside a sleeve which is disposed in the intermediate housing in a coaxial, axially fixed and rotatable manner, which sleeve can be rotatorily driven for the application and release of the parking brake.

16. (Cancelled)

17. (Currently Amended) A block brake device of a bogie of a rail vehicle containing two wheel sets with two wheels respectively, the block brake device comprising:
a first and a second brake beam each assigned to a wheel axle and extending parallel to the wheel axle, which brake beams carry brake blocks and are mutually connected

by pressing rods which can be actuated by at least one pressure-medium operated cylinder piston drive for the braking engagement of the brake blocks with assigned braking areas of the wheels;

at least a portion of the first brake beam forms a cylinder of the at least one pressure-medium operated cylinder piston drive;

the block brake device is fastened as a brake module containing at least the first and second brake beams, the pressing rods, the brake blocks and the at least one pressure-medium operated cylinder piston drive in a hanging manner by hanging lugs to the bogie; and

the hanging lugs are disposed at one end side at the bogie by spherical bearings with elastically damping elements, so that they can be swivelled on all sides and are linked at another end side to the brake shoes carrying the brake blocks.

18. (Previously Presented) The block brake device according to Claim 6, including wear adjusting devices integrated in the pressing rods.

19. (Previously Presented) The block brake device according to Claim 6, wherein the pressing rods are arranged essentially perpendicular to the wheel axles.

20. (Previously Presented) The block brake device according to Claim 6, wherein the pressing rods are arranged at an angle to one another and diverge starting from the brake beam accommodating the at least one cylinder piston drive.

21. (Previously Presented) The block brake device according to Claim 6, wherein the piston stroke of the at least one cylinder piston drive is larger than the piston diameter.

22. (Previously Presented) The block brake device according to Claim 9, including wear adjusting devices integrated in the pressing rods.

23. (Previously Presented) The block brake device according to Claim 9, wherein the pressing rods are arranged essentially perpendicular to the wheel axles.

24. (Previously Presented) The block brake device according to Claim 9, wherein the pressing rods are arranged at an angle to one another and diverge starting from the brake beam accommodating the at least one cylinder piston drive.

25. (Previously Presented) The block brake device according to Claim 9, wherein the piston stroke of the at least one cylinder piston drive is larger than the piston diameter.

26. (Previously Presented) The block brake device according to Claim 17, including wear adjusting devices integrated in the pressing rods.

27. (Previously Presented) The block brake device according to Claim 17, wherein the pressing rods are arranged essentially perpendicular to the wheel axles.

28. (Previously Presented) The block brake device according to Claim 17, wherein the pressing rods are arranged at an angle to one another and diverge starting from the brake beam accommodating the at least one cylinder piston drive.

29. (Previously Presented) The block brake device according to Claim 17, wherein the piston stroke of the at least one cylinder piston drive is larger than the piston diameter.